

P O R T C H A R L E S T O N

RAIL STUDY

Statewide rail study underway.

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September + October 2008



18 Feature:

Wando Terminal

The Port of Charleston's newest container yard is dedicated to handling refrigerated cargo. The new yard will increase the port's reefer capacity and allow for the conversion of the present reefer handling area at Wando to dry stacks.



NEWS:

Statewide Rail Plan

A new rail plan will outline the inventory of South Carolina's current large industrial sites and make recommendations related to future development of logistics, infrastructure and economic development that could improve the attractiveness of existing resources for potential investors.

PROFILES:

Business

CRDA

The Charleston Regional Development Alliance is the driving force for economic development in the three-county Charleston metro area.

Distribution

LAUTH

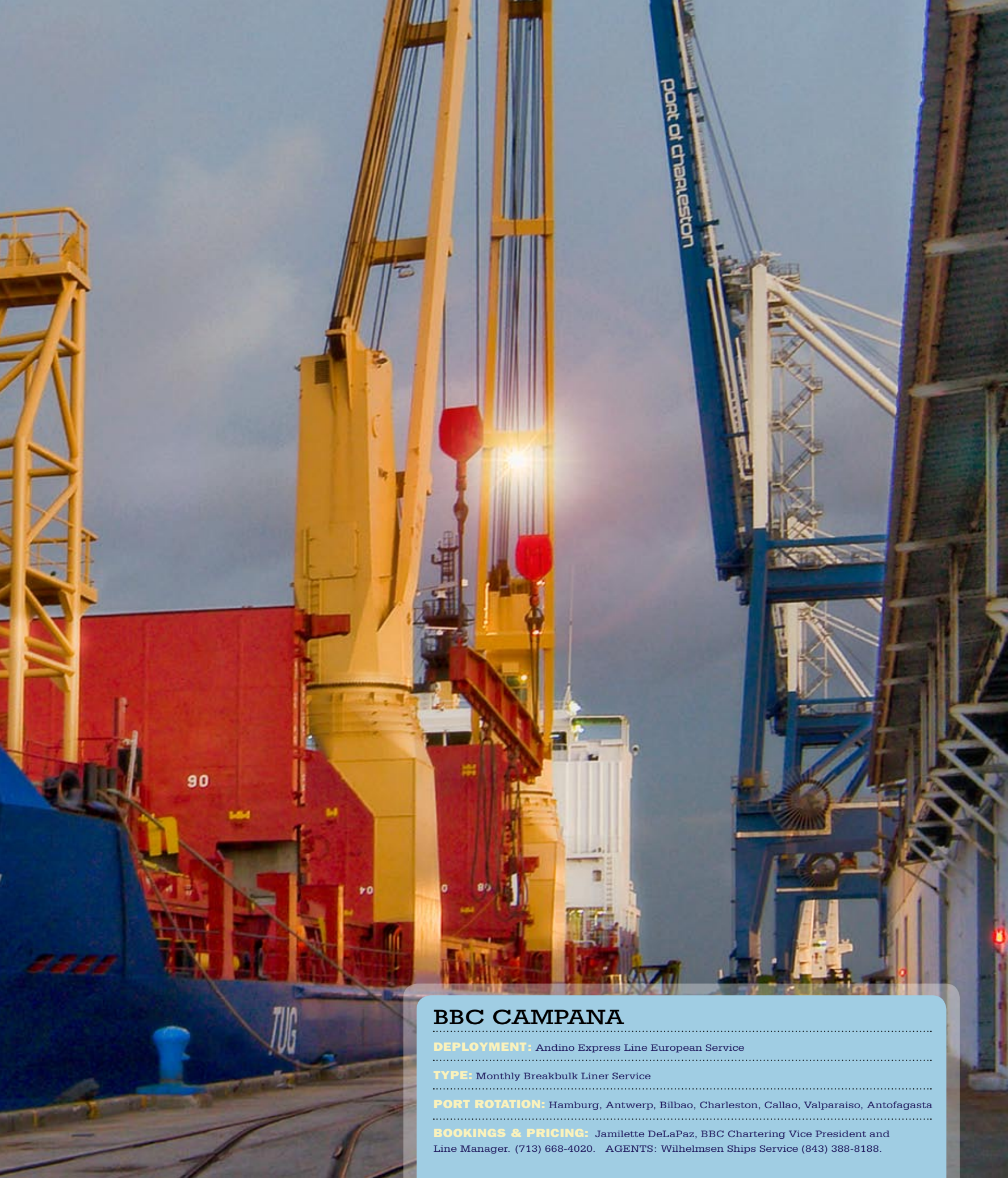
Lauth Properties has broken ground on a large class A industrial building near the Port of Charleston.

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Commitment to Our Pledge for Growth

WHILE SEEKING TO GROW BUSINESS MOVED through S.C. State Ports Authority facilities in Charleston, we are striving to grow responsibly and be good neighbors. The most direct evidence of this effort is the Authority's "Pledge for Growth" campaign and the related measures we have taken to minimize the impacts of our operations and promote environmental and economic stewardship.

In keeping with our pledge, we are delighted to introduce Jeannie Adame, the Authority's first environmental affairs manager. Jeannie comes to us after 10 years of experience in environmental affairs at Port Canaveral in Florida. She has both a strong environmental education background as well as great experience in dealing with the unique issues of operating ports. She will facilitate implementation of the mitigation program for our new terminal at the former Naval Base, manage the Authority's recently-launched Environmental Management System, and lead other environmental efforts of the Authority. We hope you will join us in welcoming her to Charleston.

Further evidence of our commitment can be found in the seeking of air quality improvement grants. The Authority, in partnership with three business groups, the South Carolina Department of Health and Environmental Control, and the American Lung Association, recently applied to the U.S. Environmental Protection Agency for a two-year, \$1.7-million project to reduce air impacts from on-road trucks and port container stacking equipment. In September the Authority was selected as one of seven recipients in an eight-state region to receive grant funding.

And finally, a key milestone result of our pledge was accomplished recently. The Authority has completed and released the results of the first port air emissions inventory ever compiled in the Southeast; a study that was conducted voluntarily by the Authority in cooperation with the DHEC.

This new inventory will help us better understand both the sources and the scope of the port-related air emissions. The study estimates the amount of air

emissions generated by port-related activity throughout the tri-county region, and provides useful information on air quality for the Port of Charleston's customers, environmental regulators and neighbors. While the study indicated that in the 2005 base year, port activity account for just 5% or less of total pollutants in the region, we are still working diligently to reduce port-related emissions. The SCSPA has taken on numerous projects to reduce port-related air emissions, including:

- > Replacing diesel-fueled cranes and equipment with electric cranes and cleaner fuels. Just this spring, four giant diesel container cranes left the port after being replaced by all-electric models, eliminating their diesel emissions.
- > Along with nine other transportation firms, switching to ultra-low sulfur diesel with 15 parts per million (ppm) sulfur content, instead of fuel containing as much as 500 ppm. This voluntary move came more than two years ahead of a federal mandate for non-road diesel equipment.
- > Reducing truck idling, decreasing truck trips on local roads and lessening construction impacts
- > Being one of five U.S. ports selected for the national Environmental Management System project.

Clients, the local maritime community, economic development interests, and citizens of South Carolina, especially those in the Charleston Metro Area, can be assured we are committed to protecting the environment and being a good neighbor while continuing to serve as an economic catalyst for the state. We've come a long way, especially in the last 18 months; but the work continues. These efforts are evidence of a sustained commitment.

If you agree that economic prosperity can be accomplished in an environmentally responsible manner, please join us in taking the "Pledge for Growth". Please visit www.PledgeForGrowth.com and sign up today.

Best Regards...



Bernard S. Groseclose, Jr.
President and CEO

The Authority
has completed
and released the
results of the first
port air emissions
inventory ever
compiled in the
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Rail Plan to Keep South Carolina's Development on Track

IT'S FULL STEAM AHEAD FOR SOUTH CAROLINA'S RAILWAYS. The South Carolina Public Railways, a division of the South Carolina Department of Commerce (SCDOC), has called for a statewide rail plan, which it expects to be complete by January.

SC Public Railways chose Wilbur Smith Associates, a full-service transportation and infrastructure consulting firm, to complete the comprehensive plan. The company has prepared four rail plans in South Carolina, and a total of 46 plans for 24 states.

The rail plan will outline the inventory of South Carolina's current large industrial sites and make recommendations related to future development of logistics, infrastructure and economic development that could improve the attractiveness of existing resources for potential investors.

"Over the past two years, Commerce and its allies have recruited jobs

and investments at record-breaking levels," said South Carolina Secretary of Commerce Joe Taylor. "South Carolina must take the necessary steps now to continue this success in the years ahead. By examining current infrastructure capabilities and future opportunities that may exist through the development of available sites, we are positioning South Carolina to be an even more attractive location to do business."

The rail plan will review the impact of rail on economic development in South Carolina, including both passenger and freight, and its role in the multimodal transportation infrastructure of South Carolina and the Southeast region. It also will examine the state's existing infrastructure, including the rail system, the interstate system, access to the Port of Charleston and the future Jasper Port, as well as large industrial sites with potential to be developed into mega sites. The rail plan will identify rail opportunities to meet the state's current and future economic

development needs, including improving rail access to support large-scale industrial growth.

"It has been 10 years since we have taken a hard look at our infrastructure and rail," said SCDOC spokesperson Kara Borie. "At the SCDOC, we have had two back-to-back record-breaking years of industrial recruitment. We want to take a proactive and comprehensive look at state infrastructure and lay the groundwork for future economic development to ensure we have resources in place to continue our success in the years ahead."

The rail plan will be developed with the input of several state agencies and divisions, including: S.C. Department of Transportation; SCSPA; the Department of Commerce Aeronautics Division;

S.C. Department of Parks, Recreation and Tourism; Public Service Commission; Office of Research and Statistics; and the S.C. Department of Health and Environmental Control. The SCDOC also will seek input from Norfolk Southern, CSX Transportation, short-line rail operators, local economic development alliances, and councils of government.

Bernard S. Groseclose, Jr., SCSPA president & CEO, is pleased that the SCSPA will be involved with the rail plan development.

"South Carolina's economic development has prospered in the last decade, resulting in more distribution centers, manufacturing sites, and warehousing facilities," he said. "Now is the perfect time

to examine our excellent rail system and fine-tune it to better serve existing facilities, while preparing for future economic development opportunities."

S.C. Ports Hit Revenue, Earnings Records

The year 2008 was a record-breaking one for the SCSPA in several ways. In the year ending June 30, SCSPA's operating revenues increased 7.6% to \$165 million, operating expenses rose 6.6% to \$110 million, and earnings increased 9.7% to \$54.7 million. The Port of Charleston's productivity remained at world-class levels for the year. Vessel production, which measures how quickly ships are worked at

the dock, averaged 40.5 moves per crane per hour for the year, the best in the country. Truck turn times are averaging around 23 minutes.

In other results, the SCSPA's breakbulk cargo volume in Charleston rose 23% to 660,096 tons. Cruise business also increased, with passenger counts rising 35% to 131,124, and the ship count was up 29% to 54 vessels.

"From a financial standpoint, South Carolina's public port system is very healthy," said David J. Posek, SCSPA's chairman of the board. "These strong numbers allow us to cover the costs of current operations along with the new container terminal in North Charleston. That is good news for both our customers and the people of South Carolina." **CONTINUED**

CEA'S MOBILE MEDIA CENTER MAKES A STOP AT THE PORT OF CHARLESTON. THE CONSUMER ELECTRONICS ASSOCIATION (CEA) HAS LAUNCHED A NATIONWIDE TOUR CALLED "AMERICA WINS WITH TRADE" DESIGNED TO ENGAGE AMERICANS ON THE BENEFITS OF TRADE, AND CELEBRATE AMERICAN INNOVATION AND JOBS THAT DEPEND ON IT.



Unlike most public seaports, the SCSPA funds all of its ongoing operating expenses and capital improvement projects, has no taxing authority, and does not receive direct subsidy from the state. Since 1985, it has reinvested more than \$720 million in cash to acquire and construct capital assets in the state's seaport facilities of Charleston and Georgetown. The SCSPA's current

fiscal position will enable it to cover the remaining state matching funds for the recently completed harbor deepening project, as well as any shortfall in funding for the Port Access Road serving the new Navy Base Terminal.

"The Ports Authority won't need additional taxpayer funding from the General Assembly for either the Port Access Road or the new Navy

Base Terminal," said Posek.

Approximately \$7.9 million in state matching funds are required to close out the Charleston Harbor Deepening and Widening Project. This work was completed in 2004, taking the inner harbor channels to -45 feet at mean low water and the entrance channel to -47 feet.

Posek said the SCSPA will cover the deepening balance, along with

any additional funds that might be necessary to complete a 1.5-mile road connecting I-26 to the 280-acre container terminal that is currently under construction. State and federal dollars already allocated to the Port Access Road total more than \$182.5 million, plus approximately \$7 million in interest.

World's largest car carrier calls Charleston



THE FEDORA, ONE OF THE WORLD'S LARGEST AND MOST EFFICIENT CAR CARRIERS MADE ITS MAIDEN CALL AT THE PORT OF CHARLESTON'S UNION PIER TERMINAL ON SEPTEMBER 11TH. THE SHIP IS OPERATED BY WALLENIS WILHELMSEN LOGISTICS (WWL).

Panama Canal, SCSPA Renew Strategic Alliance

The SCSPA recently reaffirmed its alliance with the Panama Canal Authority (ACP) via a three-year Memorandum of Understanding (MOU) that will increase cooperation and information sharing.

The agreement was first initiated in July 2003. Its renewal further solidifies the ACP's commitment to international trade and serves as a model of progress and opportunity, said ACP Administrator & CEO Alberto Alemán Zubieta.

"Through the renewal of this MOU with the SCSPA, we are investing in a strong partnership based on close strategic coordination," Zubieta added. "This alliance is grounded in our common mission to provide the best service available to our customers by contributing to the growth of trade and commerce through key modernization projects and improvement."

Areas of collaboration between the ACP and the SCSPA include: joint marketing efforts, data exchange, market studies, expansion plans, training, and technology. This newly extended partnership also will seek to grow the increasingly important "All-Water Route," the route from Asia to the U.S. East Coast via the Panama Canal. Major products currently traveling through the Panama Canal via Charleston include household products, such as furniture, machinery, forest products, and consumer goods.

"When you combine Panama's tremendous role in global trade with Charleston's world-class productivity, expansion opportunities, navigational advantages, and distribution center developments, the importance of this partnership becomes clear," added SCSPA President & CEO Bernard S. Groseclose, Jr.

The Panama Canal expansion

will build a new lane of traffic along the Panama Canal through the construction of a new set of locks, which will double capacity and allow more traffic and longer, wider ships. Moreover, in anticipating the infrastructure needs of the future, the Port of Charleston is laying the groundwork to prepare for the bigger vessels that will transit the expanded Canal. The Port of Charleston has a 45-foot water draft at low water and already handles vessels with drafts of 42 feet and greater. Post-Panamax ships make routine first-in and last-out calls in Charleston.

Ron Chestnut Retires

Ron Chestnut, SCSPA manager of pricing and tariffs, has retired. Since joining the SCSPA in 1983, Chestnut has overseen all tariffs, as well as pricing for breakbulk, heavy lift, and specialized cargo. Chestnut also is a licensed Federal Maritime Practitioner. The license, which he has held since 1987, is similar to that of a U.S. Customhouse Broker and allows Chestnut to represent the SCSPA when dealing with the Federal Maritime Commission, as opposed to having to hire separate legal counsel.

"The Port of Charleston has been good to me, and I have enjoyed the many customers that I have worked with over the years," Chestnut said. He added that he is honored to have played a part in the Port of Charleston's growth, particularly as the Wando Welch Terminal came to fruition.

"I am proud to have had a hand in the SCSPA's overall growth, including its expansion, development and the revitalization of the terminals," Chestnut said.

After a well-deserved vacation, Chestnut plans to begin a consulting company with his wife, who recently retired from the Naval Weapons Station.

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TWIC Deadline Approaches

There are just days left until Charleston's official Transportation Workers Identification Credential (TWIC) compliance date. Anyone that requires unescorted access to secure areas on the SCSPA's public port terminals must apply for and receive a TWIC by December 1, 2008.

"With two months before the TWIC deadline, time is running out to enroll," said Lindy Rinaldi, SCSPA Chief of Port Police. "Anyone who needs access to port facilities, including truckers, must have a TWIC on December 1 to continue working on the port."

TWIC is the new federally mandated ID for anyone that requires unescorted access to secure areas of the port. The Transportation Security Administration (TSA) is issuing workers a "Smart Card"

embedded with fingerprint information that links the card to the person.

In many cases, it is taking months to produce the cards. To avoid delays and impacts on the port community and your business, the SCSPA encourages everyone that requires access, including truck drivers, tenants, and laborers to enroll as soon as possible. Already, more than 4,400 truckers, longshoremen, stevedores and others have enrolled at the Charleston TWIC enrollment center. Of these, about 3,000 have received their cards, which cost \$132.50.

Individuals may either enroll in person at the center or pre-enroll on the web site. TSA has a fixed TWIC enrollment center located at 3236 Landmark Drive, Suite 114. (This new location replaces its previous location on Goer Drive.) Office hours are currently Monday through Friday, 8 a.m.

to 5 p.m. To pre-enroll in TWIC, visit <https://twicprogram.tsa.dhs.gov/TWICWebApp/>. For more information on TWIC, visit <http://www.tsa.gov/twic>.

SC Ports to Participate in National Environmental Management Program


The SCSPA is one of five U.S. port organizations selected to participate in the Port Environmental Management System (EMS) Assistance Project, an 18-month environmental management program established by the American Association of Port Authorities (AAPA) and the Global Environment & Technology Foundation (GETF).

This is the third round of the Port EMS program since it was es-

tablished in 2005 to help seaport authorities better analyze and control their environmental impacts, as well as develop and maintain responsible practices in their daily operations.

"AAPA is pleased to continue to offer the Port EMS Assistance Project for port authorities that are seeking to use an environmental management system approach to enhance their environmental performance," said Kurt Nagle, AAPA's president and CEO.

The SCSPA is undoubtedly one of those authorities, as it has launched more than half a dozen environmental initiatives in the last year. This summer, SCSPA spearheaded a community-wide Pledge for Growth initiative (www.pledgeforgrowth.com), which encompasses all of the SCSPA-led environmental and community programs in the areas of land, air, water and people. Most recently, the



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SCSPA has been working toward minimizing port-related air emissions. Initially, the SCSPA proposes to analyze fuel dispensing and usage at its five public marine terminals in the Port of Charleston. The SCSPA purchases about one million gallons of fuel a year to power its on-terminal lifting equipment, and last fall switched to using ultra-low sulfur diesel in its operations, three years ahead of the federal requirement. The pilots and S.C. Public Railways also have moved to ULSD, and all SCSPA tenants will be using ULSD by September.

In addition, the SCSPA, along with the Charleston Motor Carriers Association, S.C. Trucking Association, SCDHEC, Charleston Metro Chamber of Commerce, and the American Lung Association, applied for grant funding through EPA that would improve air impacts of trucks. The grants would fund the retro-fitting of over-the-road trucks with new technology that would reduce diesel air emissions and improve fuel efficiency. Among these initiatives, the SCSPA also is funding a new air monitoring station, using cleaner engines, and including air emissions reductions in its construction bid documents.

While Charleston's air quality meets all federal and state standards, the SCSPA sees the opportunity now to press for stricter standards. Recognizing that ocean-going vessels are a key source of port-related air pollution, the SCSPA also has been actively working on the national and international stage to support stringent new restrictions on air emissions for ships calling its coast. For example, the SCSPA has worked to show support for recent legislation passed in the U.S. Congress that will reduce vessels emissions on the world's oceans and coasts. H.R. 802 will implement Annex VI of MARPOL, an international maritime pollution treaty, and will provide air quality benefits for port communities in

countries that are signatories to the global treaty. Annex VI establishes emission limits for oxides of nitrogen, oxides of sulfur, and other air pollutants from ships.

"We recognize that we can't do it alone," said Byron Miller, SCSPA public relations director. "We must take a leadership role and join voices with regulators and industry leaders to make a concerted push."

Dredge Fill to Cut Port Expansion Costs

The SCSPA will cut expansion costs during construction of its new Navy Base terminal by hauling fill material from a nearby ocean dredge disposal site.

Using fill material from the Ocean Dredged Material Disposal Site (ODMDS), seven miles from the entrance to Charleston Harbor, will save an estimated \$40 million in construction costs, compared to either hauling material from farther away, or by trucking it to the area.

Construction permits for the new terminal involve filling approximately 57 acres, which will require up to five million cubic yards of material. To reduce the impacts of truck delivery, the SCSPA has committed to bring at least 75% of fill by water. The SCSPA also plans to remove dredged material from its property on Daniel Island, just across the Cooper River.

In addition to saving money, the plan to use ODMDS fill material also will reduce environmental impacts to the area. The Charleston ODMDS has been in continuous use for dredge disposal activities since 1896. Most material from the construction and maintenance of the entrance channel leading to Charleston Harbor is deposited at this site. The material already has been tested and found suitable for ocean disposal; therefore,

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it is clean and good for construction use, meeting dredge policies and goals of both the EPA and the U.S. Army Corps of Engineers. The material cannot be used for beach nourishment or other potential beneficial purposes, and the removal of the material from the site will extend the useful life of the ODMDS.

Jasper Port Land Transfer Slated for Approval

This summer, the SCSA and the Georgia Ports Authority (GPA) approved plans to share ownership of the Jasper Ocean Terminal site. The property, which is in South Carolina but was owned by the Georgia Department of Transportation (GDOT), is now owned jointly by the SCSA and the GPA.

"Our two ports authorities

assuming joint ownership of the Jasper site is an incredibly significant and tangible step in moving forward on this port facility," South Carolina Governor Mark Sanford said. "Growing our port capacity is critical to our ability to compete in an increasingly global economy."

Georgia Governor Sonny Perdue echoed Sanford's sentiments, noting that the move will help boost international trade and commerce in the region.

"By creating the right conditions for growth and prosperity, we ensure new jobs and opportunity for many years to come," he said.

The land transfer is in accordance with the Intergovernmental Agreement signed by the SCSA, the GPA and the GDOT in January 2008. This Agreement formalized that the two states would work cooperatively to develop a new marine terminal on the Savannah River in

Jasper County. The Agreement further specifies that GPA's interest in the property will be transferred to the Bi-State Compact Authority upon its creation and commencement of business activities. The purchase price is \$5,000 per acre, also specified in the Agreement.

Under the inter-governmental agreement, the Jasper Ocean Terminal Joint Project Office (JPO) was formed to move the project forward. The agreement initiated a number of specific steps, such as feasibility studies, business planning, environmental assessments and the release of federal easements on the property.

The JPO's work will eventually result in a detailed proposal for consideration by both states. This bi-state compact, which must be approved by each state's General Assembly and the U.S. Congress, would cover the financing and op-

eration of the project, as well as other issues.

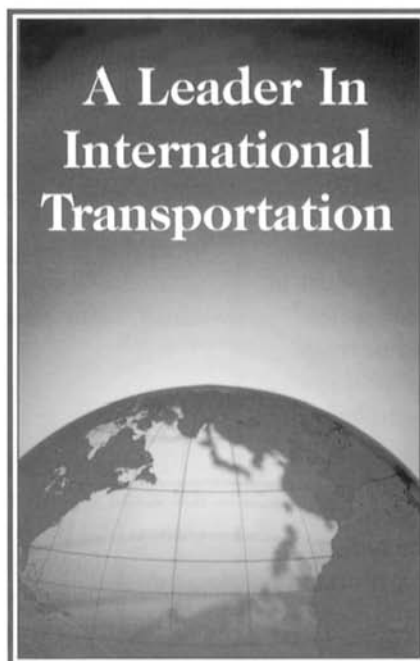
"The Jasper Ocean Terminal site is just a few miles from the open ocean, offering tremendous potential to attract good jobs and more economic activity to the region," said David J. Posek, SCSA chairman. "We look forward to making progress with Georgia on other fronts, such as removal of federal dredge disposal easements on the property."

Pam Zaresk Retires

Pamela Zaresk, U.S. Customs and Border Protection (CBP) Port Director in Charleston, retired August 1 after 37 years of Federal Service. Zaresk was appointed Port Director in Charleston in January 2003, when the U.S. Customs Service became a part of CBP under the Department of

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PAM ZARESK

Homeland Security. At that time, she became the first area port director in Charleston for the new organization.

During Zaresk's tenure in Charleston, the CBP has increased the number of personnel assigned to the port, introduced radiological detection equipment at each of the container terminals, and emphasized cooperative efforts with other agencies and the maritime community as a whole. For example, CBP played a significant role in the development of the SeaHawk multi-agency task force, an organiza-

tion unique to Charleston. Zaresk also worked on CBP national initiatives and was recognized for those efforts in Washington by the Commissioner of CBP during an annual awards ceremony in March. She has helped coordinate the visit of President George W. Bush, as well as other national leaders.

Zaresk has been an active member of the Maritime Association of the Port of Charleston and the Propeller Club, which designated her "Person of the Year" in 2006. She was honored this past year as the National Transportation Week "Leader of the Year" in Charleston. She also was an active member and served as Vice President of the Charleston Women in International Trade, served on the Board of the S.C. World Trade Center, and has served as a board member and officer of the East Side Community Development Corporation.

Following her retirement from CBP, Zaresk has accepted a one-year contract with the Department of State to advise the governments of Malaysia, Singapore, Indonesia, and the Philippines on export matters, after which she plans to return to her friends and home in downtown Charleston.

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CRDA:

Creating A Longterm Sustainable Economy for the Charleston Metro Area BY BETSY HARTER

AS ONE OF THE OLDEST U.S. CITIES, CHARLESTON HAS FACED more than its fair share of adversity. But whether struck by war, a natural disaster, or a hit to the economy, the people of the greater Charleston area have always united in the face of misfortune.

The Charleston Regional Development Alliance (CRDA) was the Charleston region's answer to one such hardship. In 1993, an estimated 22,000 jobs were in jeopardy when the Department of Defense announced the closure of the Charleston Naval Base and Shipyard as part of its Base Realignment and Closure Commission's restructuring of U.S. military bases. Immediately, leaders in Charleston, Berkeley and Dorchester counties rallied to create a plan that would minimize the economic impact to the area, and the CRDA was born.

Officially founded in 1995, the CRDA has a high-level mission to create improved opportunities for all people in the Charleston region by competing successfully in the global economy.

"When you look at what we do to fulfill this mission, it encompasses a number of

things: promoting the three-county region as a preferred place for business; facilitating competitive expansions and relocations to our market; promoting a regional brand; positioning our market as a preferred place for talent; and supporting critical issues that directly impact our ability to compete," said David T. Ginn, the CRDA's president & CEO.

According to Ginn, Charleston boasts a number of assets that attract and retain international businesses to the metro area. One such asset is the Port of Charleston, which also is one of the CRDA's closest allies in economic development.

"Clearly, the Port of Charleston is the largest industrial asset in our region, and the network that it touches and supports accounts for a very large percentage of the businesses in this market," said Ginn.

Ginn explained that one of Charleston's unique strengths is its reputation as an international hub. Although the SCSPA's productive terminals and facilities account for a substantial part of that distinction, Ginn also credits the area's efficient rail lines, excellent highway and interstate access, quality international airport, and supporting logistics, legal and other service providers.

"The fact that approximately 70 international companies, representing 25 countries, have operations in our market is compelling evidence that our community enjoys this kind of international hub as an asset," Ginn said.

Ginn pointed out that another big draw for businesses is Charleston's "quality of place," as it offers an unmatched variety of surroundings that appeal to every walk of life.

"From 90 miles of coastline to lakes, rivers and creeks, our area offers a choice of waterfront settings unlike nearly anywhere else in the world," Ginn said. "Residents also have the ability to choose whether they want to live in a historic setting, the suburbs, the waterfront, or a rural area."

Many companies that have located to the Charleston market attribute their ability to attract and retain employees to the area's excellent lifestyle amenities. In addition, the area's fine restaurants and first-rate hotels create the perfect atmosphere for entertaining clients and customers.

Because Charleston's quality of life has attracted so many new residents, the result is another strong asset: a talented labor pool.

"Talent and human capital are at the top of virtually every company's list today, whether they are hoping to staff a corporate headquarters or involved in logistics, operations, manufacturing, or research and development," Ginn said.

In an effort to provide a wide variety of jobs, the CRDA is collaborating with entities throughout the region to help nurture and grow five target industry clusters: automotive, aviation/aerospace, advanced security, biosciences, and creative industries.

"When you are trying to improve the economy in a longterm sustainable way, you can't just measure quantity of jobs—you have to measure the quality and types of jobs to ensure that they will appeal to different skill levels and offer opportunities for everyone," Ginn said.

The fourth area where Charleston excels is innovation, Ginn said. The Charleston market is fortunate to have myriad research facilities, including the Medical University of South Carolina, the Space and Naval Warfare Systems Command, the Clemson University Restoration Institute, and the Hollings Marine Laboratory, to name a few.

"The Charleston area is blessed with many innovation assets that drive innovative ideas that either are used in current businesses to make them more productive, or turned into new business ideas," Ginn said.

The CRDA's efforts over the last decade have certainly paid off. Inc. magazine once again recognized Charleston as one of the "Best Cities for Doing Business" in 2008. This year, the Charleston metro area ranked no. 6 among mid-sized metros, up from no. 15 in 2007.

Although the national recognition is welcome, the CRDA's main goal is to create sustainable jobs and investments for the future. The organization is well on its way—since its commencement, the CRDA has facilitated more than 200 competitive location and expansion projects, resulting in more than 19,000 direct new jobs and \$5.1 billion in capital investment. Statistics show that from 2000-2007, jobs and real wages in the Charleston region grew at an even faster clip than the national average (see sidebar). The good news for Charleston is that jobs grew in every sector, and at every level.

"We are very happy with the trends that show how much this market's economy has diversified, and how we can withstand recession," Ginn said. "Our ultimate aim is to diversify the economy and provide opportunities for all. That is what we are about today—a sustainable economy for the future."

We are very happy with the trends that show how much this market's economy has diversified, and how we can withstand recession.





DAVID T. GINN



SC DEPARTMENT OF COMMERCE'S JOHN SCARBOROUGH WELCOMES LAUTH TO THE MARKET AT THE COMPANY'S GROUND BREAKING CEREMONY.



LAUTH'S TWO CLASS A BUILDINGS IN NORTH POINTE FOUR WILL BE AVAILABLE IN THE SPRING OF 2009.

Lauth:

Location is Key for Large-scale Distribution Centers **BY BETSY HARTER**

YOU MAY HAVE HEARD THAT THE PORT OF CHARLESTON is the next big deal in distribution. This continues to be the case, as one of the nation's leading development and construction firms has broken ground on the first of two modern Class A cross-dock distribution buildings near the Port of Charleston. Lauth officially planted its flag in Charleston this summer, when it began work at North Pointe Industrial Park, which is located off of North Rhett Avenue, just four miles from the Port of Charleston.

Houston Roberts, Lauth vice president of office and industrial development, expects the first facility, Building Four, to measure 390,180 square feet and to be finished by February 1, 2009. Construction on Building Five, which is slated to be slightly larger at 399,732 square feet, will begin following the completion of Building Four, or as needed on a build-to-suit basis.

"If a build-to-suit opportunity comes along and the user wants a different type of building, we can certainly change the design of Building Five," Roberts said.

A company of Lauth's caliber knows a good DC site when it sees one. Since its founding in 1977, Lauth has built more than 275 projects, totaling more than 35 million square feet of space, sprinkled

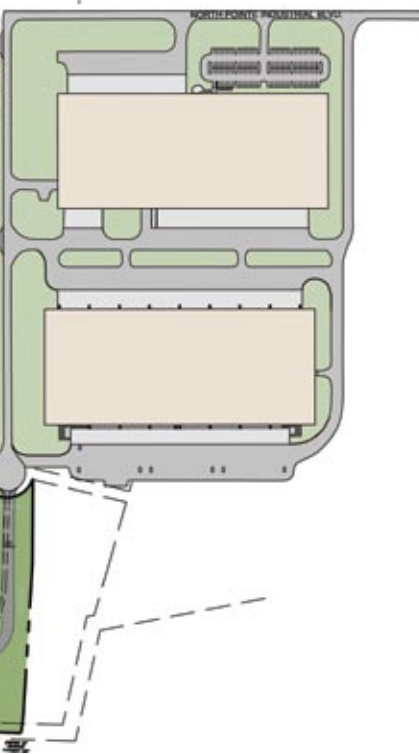
throughout 35 states. Now, its focus is on Charleston because of the area's enormous potential.

"Our eyes are on a lot of port markets, Charleston in particular," Roberts said. "There has been an increase in activity in Charleston spurred by companies moving their products from West Coast Ports to East Coast Ports. Moreover, the new facility at the former Navy Base will add to the Port of Charleston's capacity, bringing more users who will require additional distribution space."

Roberts added that Charleston also is attractive because of its central location, which enables shippers to reach a major portion of the East Coast population, either to the north or south, in one day's trucking time. Charleston additionally boasts a diverse mix of imports and exports, combined with a large manufacturing base and steady growth in military contracts.

"We have been impressed with Charleston's enormous effort to recruit distribution centers to the area in response to the need for more space," Roberts noted.

Although some developers have chosen to construct distribution centers further up along the I-26 corridor, Lauth opted for an in-town facility, only 4.5 miles from both I-26 and I-526.



INDUSTRIAL PARK. BUILDING



CRAIG LUND (SCSPA), HEYWARD HORTON (CHARLESTON REGIONAL DEVELOPMENT ALLIANCE), HOUSTON ROBERTS (LAUTH), JON SULLIVAN (LAUTH) AND JOHN SCARBOROUGH (SCDOC) FORMALLY BREAK GROUND.

“The in-town location is what sets our facility apart,” Roberts said. “North Pointe is a centrally located park, and our buildings can fit the needs of almost anyone. They offer close proximity to port terminals and the airport, as well as the Naval Weapons Station.”

The strategic location offers distributors and other companies the obvious freight-related benefits of being near port terminals, such as low in-town trucking costs, but Roberts foresees other advantages.

“There is a huge work force in the immediate area surrounding our location,” he noted. “We are perfect for a company that needs a facility for manufacturing use, due to the high number of qualified potential employees in our area. And, those employees can in turn take advantage of being close to restaurants and retail.”

Aside from the terrific location, Lauth’s buildings will offer several unique and attractive features. Each building has the capability to provide up to 100 truck doors or dock doors; parking for 72 tractor trailers and up to 200 employees; large courts for truck turns; and 32-

ft clear ceiling heights.

At Lauth’s official groundbreaking in August, South Carolina Secretary of Commerce Joe Taylor applauded the company’s decision to build in Charleston.

“The Port of Charleston is the largest economic development driver in South Carolina. The port, complimented by our state’s business-friendly climate and quality infrastructure, makes South Carolina fertile ground for global logistics and distribution operations,” Taylor said. “North Pointe Industrial Park will bring with it opportunities to attract business, investment and jobs to South Carolina, and we look forward to working with our economic development partners to attract great companies to fill these facilities.”

Hagood Morrison, Peter Fennelly, and Simons Johnson of Colliers Keenan Charleston are handling the leasing of North Pointe for Lauth. The main office phone number is (843) 723-1202, and the office is located at 151 Meeting Street, Suite 350, in Charleston.

National Rankings

Lauth has received top honors by real estate and development magazines, which have recognized the company’s progress in the industry.

- > 13th largest real estate developer in the U.S. Commercial Property News
- > 14th largest office developer in U.S. National Real Estate Investor
- > 12th largest industrial developer in U.S. National Real Estate Investor
- > 8th largest healthcare developer in the U.S. Modern Healthcare
- > 13th largest contractor of retail space in the U.S. Retail Traffic
- > Named one of the top 100 contractors in the U.S. Engineering News Record



Wando Welch Terminal:

Increasing Capacity, Perfecting Productivity

New 25-acre expansion project yields capacity for containers, as well as a growing refrigerated cargo business.

BY BETSY HARTER



TEMPERATURE CONTROLLED CARGO VIA THE PORT OF CHARLESTON INCLUDES: GRAPEFRUIT, POULTRY, CERTAIN CHEMICALS AND FILM.

WANDO WELCH TERMINAL'S NEW REEFER YARD WILL INCREASE THE TERMINAL'S CAPACITY FOR REFRIGERATED CONTAINERS BY ALMOST 200 PLUGS.

Known for its unmatched productivity and congestion-free terminals, the Port of Charleston is constantly creating new ways to add capacity in order to grow with its customers' needs.

This November, the SCSPA will complete a year-long \$28 million terminal reorganization plan at the Wando Welch Terminal that will yield additional capacity for containers, as well as increase capacity and equipment for handling refrigerated cargo, a growing business for the Port of Charleston.





Wando Welch Terminal has received worldwide recognition for its innovative design and overall terminal productivity. Opened in 1982, the final stage of terminal construction was recently completed in the form of a fourth container berth, three new post-Panamax container cranes, and nearly 90 acres of container storage space. At present, it is the port's largest terminal in terms of volume and physical size. The Wando Welch Terminal also offers:

- **3,800 continuous ft. (1,128 m.) of berth space;**
- **10 container cranes (6 are super post-Panamax, 4 are post-Panamax);**

This plan
will increase the
Port of Charleston's
capacity both
for refrigerated
containers, as well
as for loaded boxes
in the yard.

According to Steve Kemp, SCSPA general manager of operations, the first part of the reorganization plan includes developing 25 acres behind the container freight station in the northeast corner of the Wando Welch Terminal in order to gain overall capacity.

"This plan will increase the Port of Charleston's capacity both for refrigerated containers, as well as for loaded boxes in the yard," Kemp said.

Bob Mitchell, SCSPA staff engineer, added that the new 25-acre expansion project will consolidate the reefer yards in the Wando Welch Terminal's common user area and Maersk yard into one single area, further away from the docks. Here, the terminal will offer 1,030 reefer receptacles, an increase from 856.

"The footprint for the 25-acre construction project also will create 160 more wheeled (non-reefer) container parking slots, as well as another grounded container row (75 FEU), in the area currently used for storage of empty containers," Mitchell said.

Kemp explained that once the refrigerated cargo moves to the newly developed area, the existing reefer area at the Wando Welch Terminal will convert to dry container runs, offering more stackable space closer to the water. (See map of Wando Welch Terminal: demolishing existing reefer rows RA, RB, RC, RD, RE, RF and CZ in the common user area will enable extension of RTG runs in existing rows CA, CB, CC, CD, CE and CF.)

"By removing the reefer plugs in this area, we will improve our capacity for import and export loads by 410 FEU," Kemp said.

Besides adding capacity, the reorganization project also has the ability to further improve efficiencies.



- 242.3 acres of container storage space;
- On-terminal U.S. Customs and U.S. Department of Agriculture inspection facilities;
- On-terminal fumigation area;
- On-terminal administration buildings and executive meeting center;
- Chain-link and barbed wire boundary fencing;
- 16.4 nautical miles from sea buoy;
- On-terminal 200,000 square foot container freight station;
- On-terminal maintenance facility;
- 24-hour security, seven days a week;
- 1.5 hours transit time to open ocean.
- Less than one mile from I-526 interchange;

“We’ll most likely see a climb in overall productivity at the Wando Welch Terminal,” Kemp said. “First, we will be moving the reefer receptacles out of the congestion of the terminal and main terminal traffic, allowing reefer moves to actually become more productive, even though they are further away from the docks,” Kemp said. “Second, because the new RTG runs will be in close proximity to the common-use container gates, over-the-road truck turn times have the potential to improve.”

Currently, the average turn time for a refrigerated move at the Wando Welch Terminal is 51.4 minutes, one of the fastest in the industry. For dry containers, the Port of Charleston is averaging about 20 minutes per mission, with very little time in the queue. Truckers recently reported that they spend less than nine minutes in the queues outside the gates, so a total transaction typically occurs in less than 30 minutes.

Marion Bull, SCSPA marketing manager, noted that converting the former reefer yard to dry RTG runs at the Wando Welch Terminal is another example of the creative ways that the Port of Charleston has at its disposal to expand capacity.

“While the new plan will create a longer run for loading/discharging reefer boxes back and forth to the ship, the large majority of containers are dry, non-reefers. We will be adding substantial capacity for those boxes to be handled close to the vessel, improving productivity,” he said.

“The yard trucks handling containers back and forth to the ship need quick turn times to keep the productivity high. It just makes sense to have your highest value, highest volume assets as close as possible to the waterside operation, which is the highest value property.”

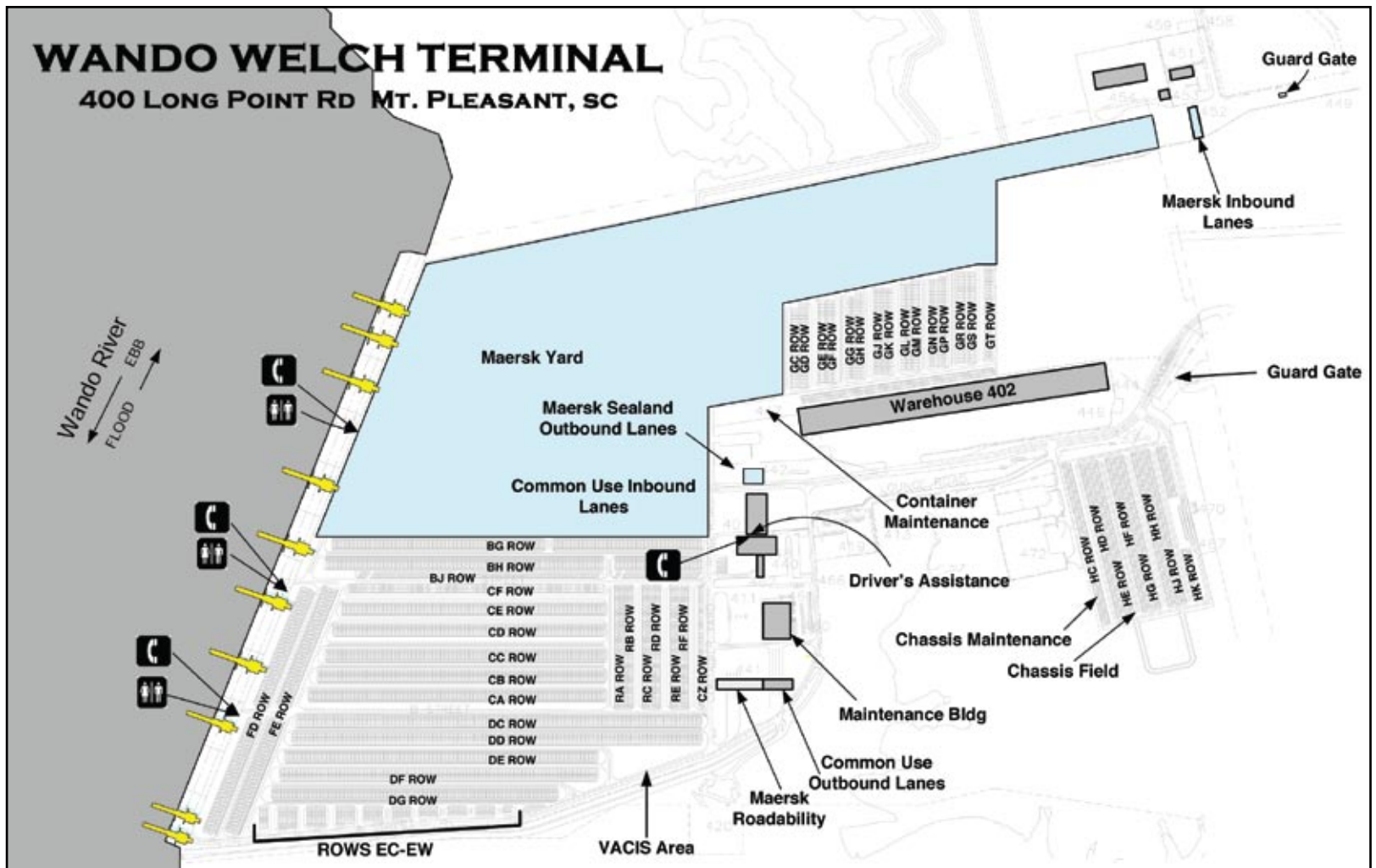
Welcoming New Refrigerated Cargo Business

While some ports are beginning to shy away from refrigerated business, due to the expenses involved in handling such specialized products, the Port of Charleston is investing heavily in improved reefer facilities. The new 25-acre reorganization project will increase the number of reefer receptacles at the Wando Welch Terminal from 856 to 1,030, providing a net gain of 174 reefer plugs.

“Refrigerated cargo continues to be a growing facet of our business,” Mike Westerfield, SCSPA general manager of cargo sales, said. “With this latest enhancement to our reefer capabilities, we have opened up a lot more possibilities.”

He said that in addition to improving the facilities that handle refrigerated products, the Port of Charleston boasts other assets that make it appealing to these shippers, including a talented labor community that is skilled in handling these specialized products.

“When you work with refrigerated cargo, you often are dealing with items for human consumption and therefore can’t approach it with a



lackadaisical attitude...you have to be on top of it," Westerfield said. "At the Port of Charleston, everyone from the stevedores to the motor carriers is familiar with refrigerated products. Reefer mechanics are on duty day and night in Charleston, and the cargo is constantly monitored and protected."

The timing of the new refrigerated cargo area was no fluke, added Kemp. Autumn and winter are huge seasons for reefer business. November through February is a busy time for exporting fruits, and a big season for importing produce from South America, including lettuce, tomatoes and peppers.

While many refrigerated cargo products are seasonal, Bull pointed out that reefer business is not limited to food items.

"Wine, live plants, sugar, photo film, grains, antibiotics, hormones, some adhesives and many other products need a temperature controlled environment when being moved around the world," Bull said. "Everyone from medical institutions to consumers rely on these products year round, which means a steady stream of refrigerated cargo at the Port of Charleston."

Westerfield stressed that although the Port of Charleston has invested so much capital in its reefer business, it has no plans to apply any surcharges or refrigerated container facilitation fees to reefer cargo, even though some ports have indicated that they are moving in that

direction. Instead, the Port of Charleston plans to pay for its reefer handling investments through more business.

"The SCSPA is doing what we can to increase our reefer business so that we will not have to include surcharges," Westerfield said. "We are working to attract additional reefer cargo and will try to hold our cost factors as low as we possibly can."

Increasing electrical capacity, receptacles and storage for refrigerated cargo at the Wando Welch Terminal is not the first move that the SCSPA has made toward attracting more reefer business. Last year, the SCSPA spent \$2.1 million for approximately 160 reefer receptacles at the North Charleston Terminal in order to support growing customer demand. Construction of the new plugs was completed in January 2008.

According to Kemp, the SCSPA's moves to improve refrigerated cargo facilities at both North Charleston and Wando Welch terminals shows how serious the SCSPA is about increasing reefer business.

"We have taken steps toward improving our refrigerated cargo facilities in the last two years, at two of our three facilities," Kemp said. "We have been expanding our facilities ahead of the curve to make sure we can meet the demand of our existing customer base, and any future customers. We want to always stay ahead of this growing demand."



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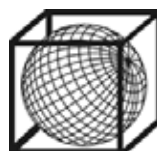


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Direct Services by Trade Region by Carrier

This listing indicates direct service calls in and out of Charleston. Many of these carriers also offer transshipment options that will move your cargo anywhere in the world. Please contact your ocean carrier about transshipment options.

CARRIER NAME	CARRIER SERVICE NAME	FREQUENCY	TERMINAL
Africa (Non Med) (4 carrier services in 2 deployments)			
Maersk Line	AMEX	Weekly	WW
Mitsui O.S.K.	—	Fortnightly	UP
MSC	AMEX	Weekly	WW
Safmarine	AMEX	Weekly	WW
Asia - India Ocean (16 carrier services in 5 deployments)			
ANL Container Line	ISC-3	Weekly	NC
APL	IAX	Weekly	NC
APL	SZX	Weekly	WW
ARC	Mid East	Fortnightly	UP
CMA CGM	INDAMEX	Weekly	NC
CMA CGM	SZX	Weekly	WW
Evergreen Line	SZX	Weekly	WW
Hapag-Lloyd	INDAMEX	Weekly	NC
Hyundai	SZX	Weekly	WW
MacAndrews	INDAMEX	Weekly	NC
Maersk Line	MECL1/SZX 1	Weekly	WW
MOL	IAX	Weekly	NC
MOL	SZX	Weekly	WW
MSC	—	Weekly	WW
Safmarine	USEC EXP	Weekly	WW
Wallenius Wilhelmsen	NM	Fortnightly	UP
Asia - Pacific (18 carrier services 6 deployments)			
APL	APX	Weekly	WW
APL	SZX	Weekly	WW
CMA CGM	SZX	Weekly	WW
COSCO	AWE 2	Weekly	CS
Evergreen Line	APX	Weekly	WW
Evergreen Line	NUE	8 days	NC
Evergreen Line	SZX	Weekly	WW
Hanjin	AWC	Weekly	CS
Hyundai	APX	Weekly	WW
Hyundai	SZX	Weekly	WW
K Line	NATCO-1	Weekly	CS
Maersk Line	—	8 days	NC
Maersk Line	TP7	Weekly	WW
MOL	CNY/APX	Weekly	WW
MOL	SZX	Weekly	WW
MSC	—	Weekly	WW
Safmarine	TP7	Weekly	WW
Yang Ming	AW 2	Weekly	CS
Australia-New Zealand (1 carrier service in 1 deployment)			
MSC	—	Weekly	WW
Caribbean (21 carrier services in 9 deployments)			
Alianca	ABUS	Weekly	WW
APL	APX	Weekly	WW
CCNI	Americas	Weekly	WW
CSAV	—	Weekly	WW
CSAV	Americas	Weekly	WW
Evergreen Line	CNY	Weekly	WW
Evergreen Line	NUE	8 days	NC
Evergreen Line	SNT	Weekly	WW
Hamburg Sud	ABUS	Weekly	WW
Hamburg Sud	AGAS	Weekly	WW
Hyundai	APX	Weekly	WW
Libra	—	Weekly	WW
Maersk Line	AMEX	Weekly	WW
Maersk Line	SAE	Weekly	WW
Maersk Line	TP7	Weekly	WW
MOL	CNY/APX	Weekly	WW
MSC	AMEX	Weekly	WW
MSC	S Atlantic	Weekly	WW
MSC	String 1	8 days	WW
Safmarine	AMEX	Weekly	WW
Safmarine	TP7	Weekly	WW

Europe - Atlantic (44 carrier services in 15 deployments)

ACL	J	Weekly	NC
ACL	N	Weekly	ND
ANL Container Line	EUS-1	Weekly	NC
APL	APX	Weekly	WW
APL	ATN	Weekly	WW
APL	ATS	Weekly	WW
ARC	Atlantic	Weekly	UP
Atlanticargo	—	9 days	CS
BBC Chartering & Logistics	Andino Eur	Monthly	CS
China Shipping Container Lines	EAG	Weekly	NC
CMA CGM	Liberty Br	Weekly	WW
CMA CGM	Victory Br	Weekly	NC
COSCO	TAS 1	Weekly	CS
CSCL	EAG	Weekly	NC
Evergreen Line	EUG	Weekly	NC
Evergreen Line	NUE	Weekly	NC
Hanjin	NTA	Weekly	CS
Hapag-Lloyd	ATX	Weekly	NC
Hapag-Lloyd	GAX	Weekly	NC
Hapag-Lloyd	GMX	Weekly	NC
Hyundai	APX	Weekly	WW
Hyundai	ATN	Weekly	WW
Hyundai	ATS	Weekly	WW
K Line	NA Shuttle	Weekly	UP
K Line	TASCO 1	Weekly	CS
Maersk Line	TA1	Weekly	WW
Maersk Line	TA2	Weekly	WW
Maersk Line	TA3	Weekly	WW
Mitsui O.S.K.	—	Fortnightly	UP
MOL	ATN	Weekly	WW
MOL	ATS	Weekly	WW
MOL	CNY/APX	Weekly	WW
MSC	S Atlantic	Weekly	WW
NYK	ATX	Weekly	NC
NYK	GAX	Weekly	NC
OOCL	ATX	Weekly	NC
OOCL	GAX	Weekly	NC
OOCL	GMX	Weekly	NC
Star Shipping	—	9 days	CS
Wallenius Wilhelmsen	EA,NA	Fortnightly	UP
Wallenius Wilhelmsen	EB,NB	Weekly	UP
Yang Ming	TA1	Weekly	CS
Zim	ATX	Weekly	NC
Zim	AUE	Weekly	CS

Mediterranean (18 carrier services in 5 deployments)

ANL Container Line	ISC-3	Weekly	NC
APL	IAX	Weekly	NC
APL	MGS	Weekly	WW
ARC	Mid East	Fortnightly	UP
CMA CGM	INDAMEX	Weekly	NC
COSCO	TAS 6	Weekly	WW
Hapag-Lloyd	INDAMEX	Weekly	NC
Hapag-Lloyd	MNX	Weekly	WW
K Line	TASCO 6	Weekly	WW
MacAndrews	INDAMEX	Weekly	NC
Maersk Line	MECL1/SZX 1	Weekly	WW
Maersk Line	West Med	Weekly	WW
MOL	IAX	Weekly	NC
MSC	—	Weekly	WW
Safmarine	USEC EXP	Weekly	WW
Safmarine	US-Gulf	Weekly	WW
Wallenius Wilhelmsen	NM, MN	Fortnightly	UP
Yang Ming	TA6	Weekly	WW

South America - Atlantic (13 carrier services in 4 deployments)

Alianca	ABUS	Weekly	WW
Alianca	NA-ECSA2	Weekly	WW
CMA CGM	ABEX	Weekly	WW
CSAV	—	Weekly	WW
CSAV	USATLAN	Weekly	WW
Evergreen Line	SNT	Weekly	WW
Hamburg Sud	ABUS	Weekly	WW
Hamburg Sud	NA-ECSA2	Weekly	WW
Libra	—	Weekly	WW
Libra	USATLAN	Weekly	WW
Maersk Line	NASA	Weekly	WW
Mitsui O.S.K.	—	Fortnightly	UP
MSC	—	Weekly	WW

South America - Pacific (5 carrier services in 3 deployments)

BBC Chartering & Loistics	Andino Eur	Montly	WW
CCNI	Americas	Weekly	WW
CSAV	Americas	Weekly	WW
Hamburg Sud	AGAS	Weekly	WW
MSC	String 1	8 days	WW

Direct Services by Terminal by Deployment Grouping

This listing indicated direct service calls in/out of Charleston. Many of these carriers also offer transshipment options that will move your cargo anywhere in the world. Please contact to your ocean carrier about transshipment options. Contact information is provided below.

TERM	SERVICE NAME	PARTICIPATING CARRIERS	TRADE ROUTE	FOREIGN PORT ROTATION	# VSLs	AVG TEU SIZE	FREQ
CS	Andino European Service mpc	BBC	transatlantic / WCSA	Guayaquil / Callao / Antofagasta / Valparaiso / Hamburg / Antwerp / Bilbao	na	na	Monthly
CS	AWE-2	COSCO/"K" Line/Yang Ming/Hanjin	Asia	Shanghai / Yantian / Hong Kong	9	3,234	Weekly
CS	TAS-1	COSCO/"K" Line/Yang Ming/Hanjin/Zim	transatlantic	Antwerp / Bremerhaven / Rotterdam / Le Havre	4	2,902	Weekly
CS	Star TransAtl	Star Shipping/Atlanticargo	transatlantic	Rotterdam / Bremen	5	1,422	10 days
NC	India-America Express	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL	transatlantic / MidE/ISC	Port Said / Jeddah / Karachi / Mumbai / Mundra / Damietta	7	4,235	Weekly
NC	Victory Bridge/EAG	CMA CGM/CSCL/Evergreen/ANL	transatlantic	Veracruz / Altamira / Houston / Le Havre / Antwerp / Rotterdam / Bremerhaven	5	2,827	Weekly
NC	NUE	Evergreen Line/New World Alliance	transatlantic / Carib/C Am / Asia	Antwerp / Bremerhaven / Rotterdam / Le Havre / Charleston / Cristobal / Los Angeles / Oakland / Tokyo / Busan / Shanghai / Ningbo / Qingdao	12	4,218	Weekly
NC	GMX	Grand Alliance - Gulf Mexico Express	transatlantic	Thamesport / Antwerp / Bremerhaven / Le Havre / Veracruz / Altamira	6	2,893	Weekly
NC	GAX	Grand Alliance/ACL - Gulf Atlantic Express	transatlantic	Antwerp / Thamesport / Bremerhaven	5	3,207	Weekly
NC	Atlantic Express-ATX	Grand Alliance/Zim/ACL - Atlantic Express	transatlantic	Rotterdam / Hamburg / Le Havre / Southampton	4	4,211	Weekly
UP	North Atlantic Shuttle Ro-Ro service	"K" Line	transatlantic	Bremerhaven / Southampton	4	na	Weekly
UP	4 Continents Express	Mitsui O.S.K.	ECSA/South Africa / Europe	Puerto Cabello / Santos / Zarate / East London / Durban / Port Elizabeth / Vigo / Zeebrugge / Bremerhaven	-	-	Twice/Mth
UP	PCTC North Atlantic	Wallenius Wilhelmsen	transatlantic	Bremerhaven / Gothenburg / Zeebrugge / Southampton / Halifax	na	na	Twice Mo
UP	PCTC Mid Atlantic	Wallenius Wilhelmsen/ARC	transatlantic	Bremerhaven / Antwerp / Zeebrugge / Southampton	na	na	Weekly
UP	US Gulf & East Coast/Middle East	Wallenius Wilhelmsen/ARC	transatlantic / MidE/ISC	Kuwait / Dubai / Fujairah / Jeddah / Alexandria	na	na	Twice Mo
WW	Pacific Express 3-PEX 3	CMA CGM/CSCL	Carib/C Am / Asia	Kingston / Shanghai / Xiamen / Chiwan / Hong Kong	8	5,011	Weekly
WW	Americas Service	CSAV/CCNI/Hamburg Sud	Carib/C Am / NCSA / WCSA	Cartagena / Manzanillo / Guayaquil / Callao / San Antonio / San Vicente / Callao / Guayaquil / Cartagena	6	2,512	Weekly
WW	USATLAN	CSAV/Libra/Ham Sud/Alianca/"K" Line/YM/Hanjin	NCSA / ECSA	Sao Francisco do Sul / Santos / Rio de Janeiro / Salvador / Puerto Cabello	5	2,501	Weekly
WW	East Coast Americas	Ham Sud/Al/CSAV/Libra/Evergreen	ECSA / NCSA	Puerto Cabello / Suape / Santos / Buenos Aires / Rio Grande / Navegantes / Santos / Suape	6	3,739	Weekly
WW	S Atlantic Express-SAE	Maersk Line - South Atlantic Express	Carib/C Am	Puerto Cortes / Santo Tomas de Castilla	2	1,192	Weekly
WW	TA2/Atlantic South	Maersk Line/New World Alliance	transatlantic	Rotterdam / Felixstowe / Bremerhaven	5	4,336	Weekly
WW	MECL1/SZX1	Maersk Line/Safmarine	transatlantic / MidE/ISC	Malaga / Port Said / Salalah / Dubai / Karachi / Mumbai / Salalah	7	4,303	Weekly
WW	TA3/TP7	Maersk Line/Safmarine / New World Alliance/CMA CGM	Asia / Carib/C Am / transatlantic	Shanghai / Yantian / Hong Kong / Busan / Balboa / Charleston / Bremerhaven / Felixstowe / Rotterdam / Le Havre	12	4,632	Weekly
WW	WestMed	Maersk Line/Safmarine/APL/Hapag-Lloyd	transatlantic	Malaga / Gioia Tauro / Leghorn / Genoa / Algeciras	7	4,380	Weekly
WW	South Atlantic, Mexico & Gulf	MSC	Carib/C Am / transatlantic	Antwerp / Felixstowe / Bremerhaven / Le Havre / Charleston / Freeport / Veracruz / Altamira / Freeport	6	4,886	Weekly
WW	West Med/North Atlantic	MSC/COSCO/"K" Line/Yang Ming	transatlantic	Naples / La Spezia / Valencia / Sines	6	3,450	Weekly
WW	American Express-AMEX	MSC/Safmarine/Maersk Line	Africa / Carib/C Am	Freeport / Cape Town / Port Elizabeth / Durban / Cape Town	8	2,449	Weekly
WW	Suez Express-SZX	New World Alliance/CMA CGM	Asia / MidE/ISC	Dubai / Port Kelang / Singapore / Colombo	8	4,656	Weekly
WW	Atlantic Pacific Express-APX	New World Alliance/Evergreen Line/Maersk Line	Asia / Carib/C Am / transatlantic	Chiwan / Hong Kong / Kaohsiung / Busan / Kobe / Tokyo / Balboa / Manzanillo / Charleston/ Rotterdam / Bremerhaven / Felixstowe / Charleston / Manzanillo / Tokyo / Kobe	12	4,644	Weekly

Carrier Service information obtained from Compair Data Inc.

CARRIER	CUSTOMER SERVICE	WEB ADDRESS
ACL	(800) 225-1235	www.aclcargo.com
Alianca	(973) 775-5600	www.alianca.com.br
ANL Container Line	(843) 720-1580	www.anl.com.au
APL	(800) 999-7733	www.apl.com
ARC	(201) 571-0444	www.arrcnet.com
Atlanticargo	(800) 251-3960	www.atlanticargo.com
BBC Chartering USA	(713) 668-4020	www.BBC-online.de
CCNI	(800) 223-2264	www.ccni.cl
China Shipping	(843) 881-4754	www.chinashippingna.com
CMA CGM	(843) 740-0700	www.cma-cgm.com
COSCO	(800) 242-7354	www.cosco-usa.com
CSAV	(732) 635-2600	www.csav.com
Emirates Shipping Line	(732) 882-1600	www.emiratesline.com
Evergreen Shipping Agency	(843) 856-7600	www.evergreen-shipping.us
Hamburg Sud	(888) 228-3270	www.hamburg-sued.com

Hanjin	(912) 966-1220	www.hanjin.com
Hapag-Lloyd	(843) 556-4052	www.hlcl.com
Hyundai	(877) 749-8632	www.hmm21.com
K Line	(800) 609-3221	www.k-line.com
Libra	(877) 959-4910	www.libra.com.br
MacAndrews	(843) 856-1000	www.macandrews.net
Maersk Line	(800) 321-8807	www.maerskline.com
MOL	(866) 437-2576	www.molpower.com
MSC	(843) 971-4100	www.msccgva.ch
NYK	(888)-695-7447	www.nyk.com
OOCL	(888) 388-6625	www.oocl.com
Safmarine	(866) 866-4723	www.safmarine.com
Shpg Corp. of India	(843) 856-1000	www.shipindia.com
Star Shipping	(843) 856-1000	www.starshipping.com
Wallenius Wilhelmsen	(201) 505-4000	www.2wglobal.com
Yang Ming	(912) 238-0329	www.yml.com.tw
Zim	(866) 744-7046	www.zim.co.il

SEPTEMBER + OCTOBER 2008

VIEWFINDER





LOCATION: Pineapple Fountain/Charleston Waterfront Park
IMAGE DATA: 6-second exposure @ f/8 Nikon D300 digital camera with 28 mm lens. **PHOTOGRAPHER:** Marvin Preston



The Captain of the "OOCL Kobe" was presented with a plaque congratulating the vessel on her inaugural call in Charleston. The "OOCL Kobe" is one of seven ships averaging 4,235 TEUs in the weekly India-America Express service.



Port employees participated in Trident United Way's "Day of Caring" by painting the cafeteria of Mitchell Elementary school in downtown Charleston. United Way's "Day of Caring" lets companies give back to their community by taking part in various improvement activities. Trident United Way's Day of Caring is the largest in the nation with more than 5,500 volunteers who participated this year.

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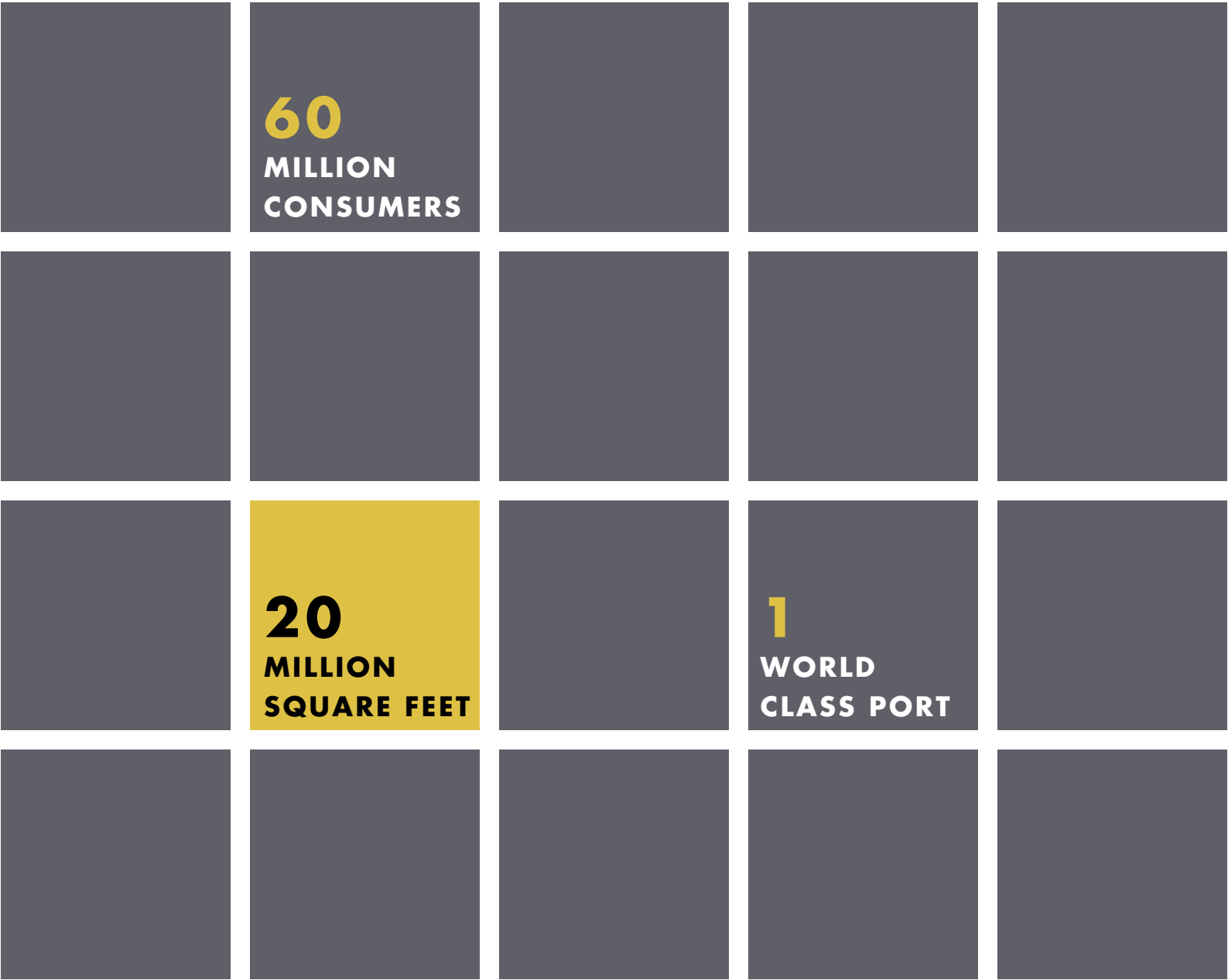
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